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The Daily Press.

HONGKONG, AUGUST 31st, 1914.

AT LAST we have news of an important
engagement in the principal Naval zone
of the war, and the result of that engage-
ment is eminently satisfactory to the
British—three German cruisers and two
destroyers sunk, without the loss of one
British vessel. Two cruisers were damaged
while all the destroyers returned in "good
order." On the German side, in addition
to the ships sunk, it is announced that
many German destroyers were damaged.
How many German cruisers suffered
damage the report omits to state. So
far in the war the British have lost only
one unit of the Fleet—H.M.S. *Amphion*—
while the German Fleet has been
reduced by six cruisers, namely the
Goeben and the *Breslau*, interned in the
Dardanelles, the *Magdeburg*, wrecked and
subsequently blown up at the
entrance to the Gulf of Finland, and
three cruisers sunk in the engagement off
Heligoland. In addition the Germans
have lost two destroyers, the fine
armed merchantman *Kaiser Wilhelm
der Grosse*, besides a submarine and a
minelayer. The balance of advantage in
the Naval warfare is therefore greatly in
favour of the British. On land the
battles are more than fulfilling anticipa-
tions regarding their fierce and
sanguinary character, and while the
Allies have not yet succeeded in driving
back the immense German forces thrown
into Belgium and all along the French
frontier, they have at any rate imposed

a check on the German advance to Paris
which, as a recent telegram put it, has
completely upset the German time-table,
and it looks at the present time as though
the Russians, slow-moving as they are,
are likely to be in Berlin long before the
Germans will be able to get to Paris, at
their present rate of progress. Few stud-
ents of the present situation would care
to hazard an opinion as to whether the
Germans ever will reach Paris, but the
records of the war so far show that the
German Commander-in-Chief is prepared
to sacrifice the lives of his troops to
an appalling extent in order to achieve
that ambition. Yet it is plain to all men
that a German occupation of Paris would
not hasten the end of the war. The best
prospects of an early peace lie in a
crushing defeat of the German army in
the great battle which is now in progress.
Whether that can be accomplished
remains to be seen, but meanwhile the
Allies recognise that there is need for
still further strengthening their forces
in the field. France, we have been told
in the telegraphic despatches, is filling up
the "wastage" in her army. It is
doubtful if the same can be said of
Germany, for every man seems to have
been called up—even to the second
Landsturm. As for the British, there are
resources to draw upon in the United
Kingdom and the Dominions which have
scarcely entered into the calculations of
Britain's adversaries. The news that three
Divisions of Indian troops—some 60,000
men—are to go to the front is likely to
prove a very disquieting piece of informa-
tion for the German War Office. This is
the first time that Indian Native troops
will have been employed by Great Britain
in a war against a white race, but we
may recall that Indian troops partici-
pated side by side with British, French,
German, Japanese and Russian troops,
under the supreme command of a German
Field Marshal, in the advance on
Peking at the time of the Boxer rising,
and in their general behaviour no less
than in their gallantry they showed
themselves not unworthy of inclusion in
an international force composed largely
of white troops. There are doubtless
many, even among British subjects, who
would prefer to see Indian Native troops
kept out of a European war, but the vast
majority of men we believe will endorse
the decision in the matter taken by the
Government. No one who knows
anything of the sentiments which prevail
among the Indian troops will question
Lord Cawse's statement that there would
be great disappointment in India if
Indian troops were debarred from
participating in the war, especially since
it is known to them that the French are
employing their African troops. India
is almost as much concerned in the
outcome of this war as is the United
Kingdom or any other part of the King's
Dominions, and seeing that it is a life
or death struggle for the Empire
the Government is surely justified in
availing itself to the fullest extent of
the resources of India as of any of the
self-governing Dominions. Of the
keenness of the native troops to fight under
British officers side by side with their
comrades in the British Army there can
be no doubt, and permission to do so
we believe will immensely strengthen
India's attachment to the Throne. These
troops, "high-souled men with a first-rate
training," as Lord Cawse described them,
are regarded as among the finest and
bravest soldiers in the world, and Lord
CREWE's confidence that they will give the
best possible account of themselves in the
field will be widely shared. We can well
believe that had Germany so fine a force
of men to draw upon she would not
hesitate a moment about it, and if it
be objected that the black troops are
prone to be more savage in warfare than
white troops, it will be a sufficient answer
to point to the ruthless destruction by
the Germans of the fine city of Louvain,
and the shooting of its notable residents.
It will be said that it is War; but it is
barbarous nevertheless.

The return of the cases of communicable
disease notified in the Colony during last
week shows that there were five fatal
cases of plague, all Chinese, and one case
of diphtheria (Eurasian).

It is notified in the *Government Gazette*
that no launch, junk, boat, or other vessel
(except Government vessels) shall
approach within one hundred yards of
any ship lying in Kowloon Bay, without
a permit from the Harbour Master.

Shanghai newspapers announce the
death after nearly two months' illness, of
Mr. Jens Peter Jensen, chief engineer to
the Great Northern Telegraph Company,
at the age of 39 years. Also of Mr. R.
Bernasconi, of Carlowitz & Co., who died
from blood poisoning. He was a native of
Switzerland and very popular among the
Swiss community as well as with many
friends of other nationalities. A sad
feature is that he had been married less
than a year.

THE WAR.

[THROUGH REUTER'S AGENCY.]

NOTE.—Most of the telegrams printed below were received on Saturday
night, and were published by us yesterday as an "Extra." They are
reprinted for the information of our numerous readers in the Outports
as well as for that of our local subscribers who may not have seen the
"Extra." The cables received during the last twenty-four hours
are inserted in their proper sequence.

NAVAL BATTLE IN THE
NORTH SEA.THREE GERMAN CRUISERS AND TWO
DESTROYERS SUNK.

LONDON, August 29th.
9.30 p.m.

The Official Press Bureau to-day announces that a concerted
operation of some consequence was attempted against the Germans at
Heligoland. Strong forces of destroyers, supported by cruisers, battle-
cruisers and submarines, intercepted and attacked the German destroyers
and cruisers guarding the approaches to the coast.

The action was fortunate and fruitful. The British destroyers
heavily engaged the German destroyers. All the British vessels returned
in good order. Two German destroyers were sunk and many damaged.

The British cruisers engaged the German cruisers. First the
Light Cruiser Squadron sank the *Maine*. The First Battle Cruiser
Squadron sank a cruiser of the *Kolt* class. Another disappeared in the
mist heavily afire and sinking.

The British cruisers *Amethyst* and *Exeter* were damaged. The
British casualties were not heavy.

The Officers concerned in this skilfully handled operation were
Rear-Admiral Sir David Beatty, Rear-Admiral Moore, Rear-Admiral
Christian and Commodore Keyes, Tyrwhitt and Goodenough.

[The *Maine* was a protected cruiser of 4,350 displacement, laid down
in 1907. Her main armament was 12 4-inch guns, and her speed 28 knots.
The *Kolt* class is quite a modern one. The *Kolt* and the *Amberg*, the first
two ships of this class, joined the Service in 1911. They displace 4,280 tons,
are 401 ft. 9 in. long, with 46 ft. beam and 16 ft. 5 in. draught. They carry
twelve 40-calibre 4.1 in., four 55-calibre 2.1 in., and four machine guns, and
have four submerged torpedo tubes. They are turbine vessels with 20,000 i.h.p.
and 24 knots, but on trial a mean of 27.2 was obtained by the two vessels
named above.]

GERMAN SURVIVORS' TRIBUTE TO BRITISH GUNNERY.

LONDON, August 29th.
6.50 p.m.

The German survivors of the Naval engagement off Heligoland
have arrived at Harwich. They declare that the British guns were of
terrific accuracy and force. Most of the men on the decks of the German
warships perished.

THE BRITISH CASUALTIES.

LONDON, August 30th.
11.35 a.m.

The Official Press Bureau announces that the British casualties in
the Naval engagement were 29 killed, including two Lieutenants and 35
wounded.

THE COMMAND OF THE ANGLO-FRENCH FLEET IN THE
MEDITERRANEAN.

LONDON, August 30th.
12.40 p.m.

The Official Press Bureau communicates the information that
Admiral Boue de la Peyrore has assumed the command of the Anglo-French
Fleet in the Mediterranean. Admiral Sir Archibald Milne has returned
Home.

Admiral Milne's conduct and dispositions regarding the German
cruisers *Goeben* and *Breslau* (which succeeded in passing up the Mediter-
ranean to the Dardanelles) have been the subject of careful examination
by the Admiralty, with the result that the measures taken by Admiral
Milne were approved in all respects.

THE LAND BATTLE.

APPALLING LOSSES.

LONDON, August 29th.
3.55 a.m.

A Paris communiqué says:—"The situation on our front from
Somme to the Vosges is the same as yesterday. The German forces seem
to have slackened their march."

The apparent inaction indicated above is explained by the frightful
exhaustion of both Armies. The losses are appalling on both sides,
especially among the Germans. Prisoners relate that two German
Infantry regiments were so decimated that they were amalgamated into
one. Of that one only 60 men remain.

5.25 a.m.

It is stated in Paris that the battle begun to the North of Hiron,
between Cambrai and Mezières seems abating. Travellers relate that the
Germans have been driven back in the direction of Chinay.

[THROUGH REUTER'S AGENCY.]

THE RUSSIAN ADVANCE.

FURTHER RUSSIAN SUCCESES IN EAST PRUSSIA
AND GALICIA.

LONDON, August 28th.

It is officially announced that the Russians have occupied the
important town of Allenstein, after repulsing the German troops who
brought up reinforcements.

In Galicia the advance continues. One Austrian regiment has
been decimated.

RUSSIANS CAPTURE A HUNDRED GUNS IN
EAST PRUSSIA.

LONDON, August 29th.

The Russians have won engagements at Romanoff and are now
twenty miles from Lemberg. The German field army in front of
Koenigsberg is being gradually driven back on the fortress.

It is confirmed that the Russians have captured one hundred guns
in East Prussia.

KOENIGSBERG COMPLETELY INVESTED BY THE RUSSIANS.

LONDON, August 29th.
5.15 p.m.

It is officially announced that the Russians have completely
invested Koenigsberg.

[Koenigsberg (founded and named in 1255, in honour of King Ottokar
of Bohemia) is the capital of the prov. of E. Prussia, situated on the Pregel.
Its position, not far from the opening of the Frisches Haff at Pillau, and the
navigability of the Pregel for vessels of 9-10 ft. draught, as well as the river
connection (by means of the Deime) between Pregel, the Kurisches Haff, and
Memel, make it one of the most important towns of eastern Germany. It is
a first-class fortress, forming one of the most powerful strongholds of the
German Empire. It is also celebrated on account of its university, whose
world-wide reputation dated from Kant, the great philosopher. Koenigsberg
is one of the commercial and industrial centres of eastern Germany. Hemp,
flax, tow, and timber are exported in large quantities; the principal industrial
products are iron and ironware, yarns, woven textiles, shoddy, chemicals,
leather, and amber.]

RUSSIANS STALK A ZEPPELIN.

LONDON, August 29th.
9.45 p.m.

A Zeppelin bombarded Mlava station in Poland. The Russians
hit the Zeppelin and captured eight of the crew, also two quickfiring and
explosives.

ENTIRE HUNGARIAN REGIMENTS SURRENDER.

LONDON, August 30th.
12.25 p.m.

The Russian offensive movement continues along the entire front.
The Russian successes have been particularly brilliant near
Lemberg where they have taken 4,000 prisoners and 13 guns. They also
surrounded entire Hungarian regiments, who surrendered.

GERMANY BECOMING ALARMED: WITHDRAWING TROOPS
FROM BELGIUM.

LONDON, August 29th.
9.25 p.m.

A dispatch from Antwerp says that last night 160 trains filled with
German troops passed through Belgium from the south-west to the north-
east, transporting one army corps and full equipment. This is evidently
due to Russia's rapid advance. The German force in Brussels has also
been reduced to a minimum.

LONDON, August 30th.
4.50 a.m.

It is officially reported at Antwerp that the withdrawal of German
troops is becoming strongly marked in the province of Antwerp. Part of
Limburg is already clear.

INDIAN TROOPS TO THE FRONT.

LONDON, August 29th.

EARL KITCHENER, speaking in the House of Lords, announced that
in addition to the reinforcements which would be shortly received from
Great Britain, the Government had decided to increase our army in
France by two Divisions and a Cavalry Division from India. (Cheers.)
The first Division was en route. His Lordship added that all wastage in
the army of France was being filled up.

LORD CREWE, Secretary of State for India, made an explanation
of the employment of Indian troops. He said it had been deeply impressed
on the Government that the wonderful wave of enthusiasm and loyalty
throughout India was largely due to a desire of the Indian people that
Indian soldiers should stand side by side with their comrades in the
British Army. India was aware of the employment of African troops by
France, and there would have been disappointment in India if Indians had
been debarred from participating in this war. The Army would thus be
reinforced by Indian soldiers, high-souled men with a first rate training,
and he was certain they would give the best possible account of themselves.
Despite the heavy drafts on the Indian Army, the Indian frontier would
be adequately secured. He believed the enthusiasm pervading all classes
and races in India would render internal trouble absolutely impossible.

BRISK RECRUITING IN GREAT BRITAIN.

LONDON, August 29th.

Recruiting for Earl Kitchener's second hundred thousand is
proceeding briskly.

Mr. Asquith has addressed a stirring letter to the Lord Mayors
and Lord Provosts urging them to call great meetings to emphasise the
righteousness of our cause. The Premier offers to go to cities and
address meetings.

(THROUGH REUTER'S AGENCY.)

NEW FRENCH GOVERNMENT'S ADDRESS TO THE NATION.

LONDON, August 29th.

The new French Government has issued a stirring address to the people saying that side by side with the heroic British and Belgian Armies, the French troops are unflinchingly receiving the most formidable hurricane of steel and fire ever let loose on a people. "Let us forget everything but the Fatherland and face the frontier."

BELGIANS ROUT A GERMAN ARMY CORPS.

DRIVEN BACK ON LOUVAIN THE GERMANS BURN THE CITY TO THE GROUND.

LONDON, August 29th.

The Official Press Bureau states that the Belgians on Tuesday repulsed a German Army Corps, which withdrew in disorder on Louvain. The German force at Louvain fired on the routed Germans mistaking them for Belgians. Then, in order to cover their mistake, the Germans pretended that the inhabitants had fired.

The Germans, disregarding protests, made the males prisoners, entrained the women for an unknown destination and burned the entire town, including its magnificent cathedral, University, Library, etc. Several notables were shot.

The intellectual metropolis of 45,000 inhabitants is now a heap of ashes.

The foregoing is a despatch from the Belgian Foreign Minister.

GERMAN ATTACK ON BELGIAN CONGO.

LONDON, August 29th.

It is reported from Libreville that the Germans have attacked Eastern Belgian Congo. The Belgians adopted defensive measures in agreement with Great Britain.

THE FOUR DAYS' BATTLE.

LONDON, August 30th.
4.45 p.m.

Through the Official Press Bureau Earl Kitchener has issued a statement describing the British share in the four days' battle, which started on August 23rd.

During this period the Allies were occupied in resisting and checking the German advance and withdrawing to new lines of defence. The battle began at Mons on Sunday. The German attack was stubbornly pressed and repeated but completely checked by the British front.

On Monday the Germans made vigorous efforts in superior numbers to prevent the safe withdrawal of the British Army and drive it into the fortress of Mauberge. This was frustrated. The enemy losses on both days far exceeded ours.

The British retirement proceeded on the 25th inst. with continuous fighting, though not on the scale of the previous two days.

By night of the 25th the British occupied the line Cambrai-to Lecateau-Londrecies.

It was intended to resume the retirement at daybreak on the 26th inst., but five German Army Corps attacked and the fighting was so close and fierce that it was impossible to carry out our retirement till the afternoon. This battle was most severe and desperate. The troops extricated themselves magnificently under the heaviest fire.

[Apparently there is more of this statement to come.—Ed.]

WAR NEWS.

THE BLOCKADE OF TSINGTAO.

The Japanese Consul-General sends us a copy of the proclamation of the blockade of the entire territory of Kiaochow Leased Territory, which reads as follows:—

DECLARATION OF BLOCKADE.

I hereby declare that on the 27th August, 1914, the entire coast of the Leased Territory of Kiaochow between latitude thirty-five degrees fifty-four minutes North, longitude one hundred and twenty degrees ten minutes East, and latitude thirty-six degrees seven minutes North, longitude one hundred and twenty degrees thirty-six minutes East, was placed in a state of blockade by the Naval Forces under my command and will continue to be in such state of blockade, and that the ships of friendly and neutral Powers are given twenty-four hours' delay to leave the area of blockade and that all measures authorised by the International Law and the respective Treaties between the Empire of Japan and the neutral Powers will be enforced on behalf of His Imperial Japanese Majesty's Government against all vessels which may attempt to violate the blockade.

Given on board His Imperial Japanese Majesty's ship *Suei*, this 27th day, eighth month of third year of Taisho.

(Signed) SADAKICHI KATO,

Vice-Admiral and Commander-in-Chief of the Second Squadron.

TSINGTAO GARRISON AND SHANGHAI GERMANS.

SHANGHAI, August 29th.

The German people of Shanghai determined at a meeting held yesterday afternoon to send the following telegram to the Governor and the Germans in Tsingtao:—"On this grave occasion the Germans of Shanghai feel impressed and thank you from the bottom of their hearts for having drawn the sword so bravely for the honour of German prestige in the Far East. We feel proud of you. Your love for your country is magnificent. You will never be forgotten."

Later last night the following reply was received:—"Elated by the joyful news of splendid victories just arrived from the Homeland, we feel supported as we are by our dear Austrian Allies, well prepared to meet the attack. The sympathy of our countrymen in the East encourages us. Proud and joyfully we go to battle for the Emperor and the Empire. The more the enemy the greater the honour; but Germany will do well all along the line."

THE POSITION AT TSINGTAO.

The *China Times* (Tientsin) of 22nd inst. says:—"Yesterday afternoon a large number of refugees from Tsingtao arrived here, Miss Gracie d'Arcy being amongst them. There is every reason to think that the Tsingtao people will put up a fight, for bomb-proof shelters are being placed everywhere. Each of the reservists has been given two suits of khaki, a helmet, underclothing and equipment. The big guns from the *Kaiserin Elisabeth* have been landed and mounted ashore, and in addition to the defences before war, two complete batteries of Krupp guns, consigned to Arnold, Karberg & Co. for the Chinese Government, plus 25,000,000 rounds of small arm ammunition, have been commandeered. There are lots of food in the place and in round numbers there are 4,000 Regulars and 6,000 Reservists and Volunteers, more than was estimated in fact. The Reservists and Volunteers have all been assiduously practising rifle shooting. Wire entanglements and land mines galore are laid everywhere. All the wooded country in the vicinity of the place has been cleared so as to allow of a clear area for firing."

The British Consul agent, Mr. R. Eckford, it is said, was accused with being a spy and was given two hours' notice to leave the place. He is now at Tsinanfu.

A special correspondent of the *Shanghai Mercury* writing from Tsinanfu on August 22nd says:—

The hotels and homes of this city are crowded with the last of the German women and children escaping from Tsingtao and the last of the German reservists hurrying to the defence. There is only one subject to talk of and there is only one spirit among the Germans: "If we have to die, we'll die hard." The idea of giving up what is plainly a forlorn hope seems never to have occurred to the men on the spot—or for that matter to the women and boys. For more ladies than were needed pleaded to be allowed to stay for Red Cross work. The Boy Scouts volunteered for work, and those over fifteen years of age are now seeing active service as despatch riders. The resentment of the Germans against the intervention of Japan is very bitter, but they keep their feelings to themselves.

The following telegrams from Japanese newspapers are translated by the *Japan Chronicle*:—

JAPAN AND AMERICA.
The *Mainichi's* Washington correspondent telegraphing on August 28th, says that Americans are much surprised at the continued misconception of their attitude by Japan. The United States has not interfered in any way, and has rejected the Chinese appeal for intervention to prevent the war spreading to China. All American military naval men in the Far East have strict orders to do nothing which might violate neutrality and to refrain from any movements which might cause suspicion. The United States has absolutely no intention of taking any active steps in the Far East.

LORD KITCHENER'S PREPARATIONS.

LONDON, August 15th.
The military correspondent of *The Times* says that although the German Government is spending practically all the available men to the French frontier, it remains to be seen what the Russians will make of their opportunity. The Russian troops are known as excellent in defence, but their capacities for aggression are not so well proved. The Germans have shown themselves excellent at the offensive, returning after repeated repulses, and ably utilizing their reserves. It is believed that the German Emperor's phrase about "the last man and the last horse" expresses the general feeling and that the war will consequently be a prolonged struggle.

The German forces being so strong, it is believed that they may wear down the endurance of the French and Belgians, and that the British troops will have to take up the struggle on a large scale. For this purpose another 500,000 men will be required for the British army. It is intended to engage the whole of the present Territorial forces for service abroad, and to replace them with the new men now being raised, who will form the third army. A hundred thousand new men have already enlisted, and new recruits are offering in large numbers daily. Their training will be begun immediately, so that they may be efficient before any need can arise for sending them to the front.

THE LIEGE FORTS.

NEW YORK, August 16th.
According to a Brussels telegram the Germans are advancing slowly but steadily. The 3,000 Belgians holding the Liege forts are enveloped by 250,000 German troops, but are fighting with undiminished determination. The Germans are entrenching themselves before the Liege forts in a manner reminiscent of the Japanese siege at Port Arthur.

BRITAIN'S FOOD SUPPLY.

(Delayed by Censor.)

LONDON, August 5th.
An official report states that the supply of wheat in Great Britain is sufficient for four months' consumption. This has greatly relieved public anxiety. Owing to popular fears regarding the food supply, it was apprehended that speculators might try to rig the markets. Shipments of the new American crop are expected soon. The Government has arranged to guarantee the safe arrival of the wheat from the United States and Canada. Large shipments are expected shortly.

AMERICAN LOAN FOR FRANCE.

NEW YORK, August 14th.

The French Government has asked Messrs. Morgan & Co. to undertake the flotation of a French loan of \$100,000,000. Mr. Pierpont Morgan has asked the United States Government whether he can do so without violating any principle of neutrality. Should the loan be put through, the money will be used for payments incurred in America by orders for provisions, etc.

In this connection it will be remembered that the late Mr. John Pierpont Morgan, father of the present head of the firm, floated the French loans in London at the time of the Franco-Prussian War, and made much profit thereby. Some authorities are of opinion that if the firm makes an ordinary loan, without any public flotation, there will be no violation of neutrality.

WAR IN THE AIR.

NEW YORK, August 14th.
Encounters in the air are reported from various places. A Paris telegram received to-day states that, while reconnoitring over Lorraine a French aeroplane was pursued by two German dirigibles, and that after an exciting chase the aeroplane returned safely to its quarters.

A German aeroplane, reconnoitring over the Belgian camp, was pursued by two Belgian aeroplanes, but got back to quarters.

LONDON, August 16th.
A German airship was perceived crossing the frontier near Nancy, whereupon a French aviator attached to the army flying corps there ascended in his machine to a great height, and swooping downwards, dropped a bomb on to the airship. The latter immediately collapsed and fell to the earth a mass of ruins.

NEW YORK, August 15th.
French telegrams received here state that a French aviator who had crossed into Lorraine espied two German aeroplanes over Chateau Salins, and by flying above them, and dropping bombs on to them, he destroyed them both.

THE RUSSIAN ARMY.

SYDNEY, August 16th.
Russia has mobilised an army of 5,000,000, which she has placed along her different frontiers. Two enormous forces, each consisting of 2,000,000 men, are drawn up along the German and Austrian frontiers respectively. Another army of 300,000 men is now confronting the Roumanian boundary, while a fourth army, of equal dimensions, is guarding the Turkish (? Trans-Caucasian) frontier.

THE H.A.L. FLEET.

NEW YORK, August 15th.
The Hamburg-America Line has announced that it is considering an offer to purchase some of its steamships now in American waters, valued at \$20,000,000.

CORRESPONDENCE.

A HONGKONG WAR RELIEF FUND.

(TO THE EDITOR OF THE "HONGKONG DAILY PRESS.")

18, Bank Buildings,

Queen's Road Central,

Hongkong, 29th August, 1914.

DEAR SIR,—Through the medium of your columns, I would like to announce that I have started a "Hongkong Contribution" to the Prince of Wales' Fund for the Widows and Orphans of the British Expeditionary Force now so bravely repelling the German invasion of Belgium and France. If each British subject or British family in Hongkong and the Coast Ports will promise to contribute from 5 to 50 cents for every day the European war continues, I believe that a useful sum of money could be remitted monthly from Hongkong to the Prince of Wales' Fund.

Contributions will be collected monthly and collection books will be ready on Monday, the 31st inst. I shall be pleased if those willing to assist in getting subscribers to this fund will apply to me for books.

Although it is my aim to get people to put aside a daily contribution to this fund as long as the war lasts or British soldiers are engaged, I will also gladly welcome any single donation of money, which will considerably enhance the value of the Hongkong Contribution.

Mr. W. A. Dowley has kindly promised to act as Treasurer.—I am, Dear Sir, Yours truly,

R. D. HARVEY.

A MILITARY WEDDING.

PASKE-SMOLLETT-CAMPBELL.

A pretty military wedding was solemnised at St. John's Cathedral on Friday afternoon. The bride was Miss Ella Marjorie Smollett-Campbell, youngest daughter of Mr. Smollett-Campbell, Commissioner of Chinese Customs, Macao, and Mrs. Smollett-Campbell, and the bridegroom was Lieut. Edward Lake Paske, 2nd Batt. D.C.L.I., only son of Major G. N. Paske, R.E., and of Mrs. Duffus, Halifax, Nova Scotia.

The bride, who was given away by her father, was attired in a gown composed of soft nylon and shadow lace, arranged in three tiers, and with a broad satin waistband. She also wore a hat of lace and white illusion, and carried a beautiful shower bouquet. The bride's mother also wore an attractive gown of black charmeuse, with an overdress of cream point de Flandres lace.

The "best man" was Lieut. A. W. Batson, 2nd Batt. D.C.L.I.

After the ceremony, which was performed by the Rev. Copley Moyle, the bride and bridegroom left the Church under an arch of arms, formed by fellow officers of the bridegroom, and subsequently a reception was held at "Lauriston." Later in the day Lieut. and Mrs. Paske left for Government House, which has been lent to them by Sir Henry and Lady May.

Among the guests at the reception were H.E. the Governor, Lady May, and Miss May, Major-General and Mrs. Kelly, Colonel and Mrs. Irwin, Major and Mrs. Norris, along with Officers of the 2nd Batt. D.C.L.I.

Both the bride and bridegroom were the recipients of many handsome presents.

TYPHOON WARNING.

The telegram quoted below was received from the Manila Observatory at 10.15 a.m., August 29th:—Cyclone or typhoon, near or over Bashi Channel, filling up.

HONGKONG'S FINANCES.

The *Government Gazette* publishes the following financial statement for the month of June, 1914:—

REVENUE AND EXPENDITURE.	
Balance of assets and liabilities on 31st May, 1914	\$3,055,539.52
Revenue from 1st to 30th June, 1914	1,012,976.30
	4,068,515.82

Expenditure from 1st to 30th June, 1914	1,063,330.42
Balance	\$3,005,185.40

TUNG WA HOSPITAL RELIEF FUND.

The Tung Wa Hospital begs to acknowledge with thanks the following donations to the Flood Relief Fund.

Already acknowledged	\$141,853.02
Chinese Kung Wo Society, Vancouver, B.C.	740.00
The Staff of Wong Tai Sang at Tangjung, Malin	125.00
Joy Hung Lau	24.00
Tsu Fung Ku	20.00
Kam Chai Ku	20.00
Collected by s.s. <i>Fatsan</i> (9th instalment)	14.35
Yuet Siu Ku	8.00
	\$142,814.44

SEQUEL TO ANGLO-GERMAN WEDDING.

COURT'S APPLICATION BY LORD REDESDALE'S SON.

PATETIC LETTERS.

A remarkable story of the separation of

the Hon. John Power Bertram Ogilvy Mitford, son of Lord Redesdale, from his wife after only ten weeks of married life was told in the *King's Bench* last month. The Court heard and dismissed an application on behalf of Mr. Mitford for a rule nisi for a criminal information against Mr. West F. de Wend Penton, the editor of *The Sporting Times*, in respect of an alleged libel published by him in that newspaper. Mr. Mitford, with his brothers, was present in court.

Mr. Rawlinson, K.C. (for the applicant), said his client had been referred to in *The Sporting Times* with regard to something that "can barely be hinted at." In January of this year Mr. Mitford, who was 29, was married at Berlin to Fraulein von Friedlander-Fuld, a young lady of 22, the daughter of Herr Fitz von Friedlander-Fuld, a gentleman of high social position and great wealth. The wedding was a great affair, details about it were published in newspapers all over the world.

For the first ten weeks the couple were very happy, and then, for reasons which he (counsel) need not go into, he wife thought it necessary to leave her husband, and for a month she went into a nursing home in order to make up her mind as to the future. Mr. Mitford had put in an affidavit in which he stated:—

"We were perfectly happy, and no differences of any kind arose between us. We returned after our honeymoon to Berlin, and we lived there, when, on the 1st of May, or thereabouts, my wife became unwell and went to a sanatorium at Baden Baden. I visited her there, and, on the second occasion, she, to my surprise, suddenly informed me that she had not been happy with me, and probably intended to leave me, as we were not suited to each other."

At the end of about a month my wife informed me that she would decline further to live with me. There has been no difference, quarrel, or cause for estrangement between us, and I know of no cause for this strange and sudden determination on her part.

"HIS DEAR SELF."

Mrs. Mitford, in a letter to her mother-in-law, wrote that he (Mr. Mitford) will tell you how it all came, but what he cannot say himself is that he has always been his dear self, and has never knowingly given me pain.

He has gone back to his home, and there, if you all understand—that he has never wronged anyone, but that our ways led us apart. My friendship is his for ever, very great and very high, and I pray that in your kind arms he may rest awhile and find strength.

My fond love if you will accept it—after the pain I am giving your beloved son. That letter, said counsel, was a spontaneous expression of the wife's feelings for her husband.

In another affidavit Mr. Mitford stated:—

"I have consulted my parents in this matter. They approve of the action that I am taking. I am a young man. I have lived an absolutely clean life; there is not an atom of truth in the abominable suggestion which is made."

After reading the paragraph with the words quoted from *The Sporting Times*, counsel added that he had affidavits from Lord Willoughby de Broke and Sir George Archibald Arthur. The former said he had read the libel in Berlin as referring to Mr. Mitford, while both gentlemen said they had always found him to be a respectable and clean-living young man. The Court dismissed the application solely on the ground of unusual procedure, the Lord Chief Justice remarking that a criminal information had not been applied for since the Labouchere case in 1884. In this case it was admitted that Mr. Mitford did not hold a public office, and, therefore, the Court could not see any reason for granting the application. They merely did so because they thought the procedure should not be resorted to by private persons, however grave the libel on them was.

THE KING'S PRIZE WON BY A SCOT.

EXCITING FINISH TO THE GREAT HISLEY EVENT.

It is a hard and long road which the competitors for the King's Prize have to travel before the goal is reached. In the first and second stages 41 rounds are fired by each man at distances from 200 up to 600 yards. The long range test is reserved for the third stage, when the final hundred are each called upon to fire fifteen rounds at 900 and 1,000 yards. The weather was disagreeable, and while firing was in progress a regular windstorm arose.

The finish of the shoot at 900 yards placed Pte. A. G. Fulton, of the Queen's Westminsters, first, with R. W. Alston, of Australia a close second. The termination of the contest was full of excitement. Fulton had one shot to go when his nearest rival, Sergt. J. L. Dewar, of the 4th Royal Scots, had concluded. He had to score a bull to win or an inner to tie. The spectators waited in tense silence. The shot was an inner, so the men had tied.

In the shoot-off Dewar scored 10 to Fulton's 8, so the Scotsman took premier honours in an exciting struggle. Lord Roberts, Lord Chylesmore, and the Duke of Wellington heartily congratulated the Scot on his victory, and Mrs. Dewar rushed forward and kissed her beaming husband. The winner was then chaired according to custom.

Dewar, who is thirty-seven years of age, is a commercial traveller for a firm of shirt makers in Glasgow, and he has been a keen Territorial and Volunteer for the past fifteen years. This was only his

second appearance at Hisley, the other being in 1911. Throughout the meeting he shot very consistently, carrying off the L.S.A., and he also shot in the Scottish Twenty.

THE KING'S PRIZE LIST.

Here are the principal winners:—
Winner of the King's Prize of £250, N.R.A. Gold Medal and Gold Badge: Sergeant J. L. Dewar.

Winner of N.R.A. Badge and £50: Private A. G. Fulton.

Winner of N.R.A. Badge and £25: Mr. D. L. McAlister (Australia).

Winners of the N.R.A. Badge and £10: Mr. A. Halliday (Australia), Lieutenant T. S. Smith, Piper J. Scott, Private E. Skilton, Lieutenant W. Miller, Colour-Sergeant H. T. Wood, Lieut.-Colonel W. Ward, Mr. L. E. Hubbard (Australia), Private W. L. Alton, Private W. Gray, Mr. R. W. Alston (Australia), Private G. C. Churchill, Corporal H. Omandson, Lance-Sergeant F. E. Wilson, Private R. T. Gilson, Private R. B. Wallace, Corporal G. Woodbridge, Corporal G. Purves, Major P. W. Richardson, Sergeant W. D. McCready (India), Private H. J. Ward, Private J. Wardrope, Private W. Graham, Mr. J. M. Jamieson (Australia), Sergeant H. L. Cole, Sergeant H. Britton, Res. C. Cross (Australia).

The rest of the hundred finalists obtained the N.R.A. Badge and £5.

The competition for the St. George's Challenge Vase resulted in another Scottish victory as follows:—

Winner of Vase, Dragon Cup, Gold Cross and £25: Private G. M. Corrie (7th H.L.I.).

Silver Cross and £15: Corporal H. Omandson (H.A.C.).

Bronze Cross and £10: Sergeant Wood (E. Riding Regiment).

PASSPORTS FOR RUSSIA.

It is announced in the *Hongkong Government Gazette* that information has been received from the Consul for Russia that he is empowered by his Government to issue passports for entry into and passage through Russia to British subjects. Holders of passports should present them in person at the Consulate at least 24 hours before their departure.

"PRINZ WALDEMAR" MAILED.

The Postmaster at Kobe on the 16th inst. caused the following announcement to be made in the local Press:—

The mail for Australia forwarded from Sannomiya on the 31st ult. per steamer *Prinz Waldemar* has been returned to Kobe from Nagasaki, to be detained until the next dispatch for Australia, the date of which is not yet fixed. Should the return of any mail matter be desired, the sender should apply to the Sannomiya Post Office, presenting a written application to that effect.

HONGKONG AND SHANGHAI STOCK EXCHANGES.

While in Hongkong the August settlement has been officially postponed to the September settlement, in Shanghai to-day (31st August) has been appointed for the August settlement.

The local notice, issued last week by the Secretary of the Shanghai Stock Exchange on Saturday, was as follows:—

"It has been decided by the Committee that the Settlement Day for August shall be Monday, August 31st. In view of the strenuous financial situation the Committee have decided to give members who have purchased shares for this Settlement the option against the selling members of having the contracts carried forward to the September Settlement day, with interest at the rate of ten per cent. (10 per cent.) per annum. This decision is only as regards the August Settlement, which is of very small volume, and it is not to be taken as a precedent for any other future settlements. The Committee have given a great deal of careful consideration to the matter before arriving at the above decision, which, in their opinion, is fairest to all parties concerned, and the Committee therefore trust that the public will support them in their action."

INTIMATIONS

CALDBECK,
MACGREGOR & Co.

(ESTABLISHED 1864).

SOLE AGENTS FOR

BROOKE'S



LEMONS

THE FINEST LEMON SQUASH IN THE WORLD

Over 1000 Tons of Lemons have been used in its manufacture to date.

With plain or aerated water, whisky, gin or rum hot, it makes a MOST DELICIOUS, SATISFYING and WHOLESOME DRINK.

\$1.00 Per Bottle.

SHIPPING

ARRIVALS.

HAITAN, British str., 1,600, J. W. Evans, 20th August—Swatow 28th August, General—Douglas Lapraik & Co.
 HANOI, French str., 742, Chevalier, 28th August—Haiphong 28th August, General—A. R. Marty.
 HONGKONG, French str., 739, A. Marquerite, 20th August—Haiphong 28th August, General—A. R. Marty.
 KAIFONG, British str., 987, H. Mathias, 20th August—Haiphong 28th August, General—Butterfield & Swire.
 KAWACHI MARU, Japanese str., 3,821, M. Nakamura, 30th August—Singapore 24th August, General—Nippon Yusen Kaisha.
 KUEICHOW, British str., 28th August—Canton.
 KWANGLEE, Chinese str., 1,423, MacArthur, 29th August—Shanghai 26th August, General—Chinese.
 LIANGCHOW, British str., 1,267, W. Benson, 28th August—Shanghai 28th August, General—Butterfield & Swire.
 LIENSHING, British str., 1,018, Carle, 29th August—Swatow 28th August, General—Jardine, Matheson & Co.
 LOKSANG, British str., 979, D. W. Ritchie, 30th August—Hong Kong 27th August, General—Jardine, Matheson & Co.
 MALTA, British str., 3,888, G. W. Cockman, 28th August—Yokohama 17th August, General—P. & O. S. N. Co.
 PHRA NANG, British str., 1,022, H. Flashman, 20th August—Hoihow 28th August, General—Order.
 TRAN, British str., 1,350, J. V. Siford, 29th August—Manila 26th August, General—Butterfield & Swire.
 YOKOHAMA MARU, Japanese str., 4,010, S. Kamazubara, 30th August—Shanghai 27th August, General—Nippon Yusen Kaisha.

DEPARTURES.

August 29th.

ARCADIA, British str., for Shanghai.
 DRUTAR, Norwegian str., for Bangkok.
 ERBOL, British str., for Shanghai.
 HAIYANG, British str., for Swatow.
 LOONGSANG, British str., for Canton.
 MALTA, British str., for Singapore.
 NELUES, British str., for London.
 NILES, British str., for London.
 SAVINE RICKMERS, Dutch str., for H'phong.

SHIPPING REPORTS.

The British str. *Kaifong* reports: Light N.W. wind and easterly swell.
 The British str. *Loksang* reports: Light variable winds, heavy N.E. swell, fine and clear throughout.
 The British str. *Haitan* reports: Fine weather, moderate westerly wind and sea with long rolling N.E. swell.

PASSENGERS.

ARRIVED.

Per *Haitan*, from Swatow, Mr. Pomeroy.
 Per *Malta*, for Hongkong, from Yokohama, etc., Mr. and Mrs. Newell, Mr. and Mrs. Winford, from Shanghai, Mr. Foraine, Mrs. Fletcher, Miss Bird, Mr. Holman, Mr. J. A. Barradas, Mr. J. Wilson, Mr. Martin, Mr. Willott, Mr. Bourgon, Mr. Layere, Mr. Aubig, Mr. Dellard, Mr. Larroque and Mr. Mayheer.

DEPARTED.

Per *Nile*, for London, etc., Mr. Henry W. Clark, Mr. Harry L. Padbury, Mr. and Mrs. T. P. Finchett, Mr. J. Bouch; for Singapore, Mrs. Braga, Misses Braga (2), Master Braga, Miss P. Carlotta.
 Per *Malta*, for London, Major E. C. L. Fitzwilliams, Capt. A. H. K. Watson, Asst. Paymaster E. Foster, Mr. M. C. Lenthum; for Bombay, Rev. and Mrs. J. B. Thomas; for Singapore, Capt. G. Marsden, Lieut. I. Burne, Mrs. John Porter, Mr. S. Donnerberg, Mr. P. Roza, and Mr. S. C. Halleem.

VESSELS EXPECTED.

THE AMERICAN MAIL.

The P.M. str. *Mongolia*, due to arrive at Hongkong on the 7th September, left Yokohama on the 27th August for this port via Manila.

THE AUSTRALIAN MAIL.

The E. & A. str. *Eastern* left Sydney for this port (via Queensland Ports, Port Darwin, Timor and Manila) on the 22nd August, and may be expected to arrive here on or about the 14th September.

The A.O. Line str. *Taiyuan* left Sydney on the 25th August for Hongkong via Thursday Island, Zamboanga and Manila, and may be expected to arrive here on or about 15th September.

THE FRENCH MAIL.

The M.M. str. *Paul Lecat* is due to arrive here on the 2nd September, and will probably leave for Saigon on the 3rd September, at noon.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	SOCOTRA	Brit. str.	—	R. P. Stevenson	P. & O. S. N. Co.	About 8th Sept.
LONDON & ANTWERP	CARNARVONSHIRE	Brit. str.	—	S. Barham	JARDINE, MATHESON & Co., Ltd.	On 4th Sept.
LONDON VIA USUAL PORTS OF CALL	ARCADIA	Brit. str.	—	Dorise	P. & O. S. N. Co.	On 12th Sept., at Noon.
MARSHALLS VIA SAIGON, S'PORE, COLOMBO, PORT SAID	PAUL LECAT	French str.	—	Shimizu	MESSAGERIES MARITIMES	On 3rd Sept., at Noon.
VICTORIA, B.C., & TACOMA VIA KIELING, S'HAU, &c.	KAMO MARU	Jap. str.	—	T. Saito	OSAKA SHOSHUN KAISHA	On 9th Sept., at 10 A.M.
VICTORIA, B.C., & TACOMA VIA KIELING, S'HAU, &c.	SHANTU MARU	Jap. str.	—	S. Wada	NIPPON YUSEN KAISHA	On 3rd Sept., at 4 P.M.
VICTORIA, B.C., & TACOMA VIA KIELING, S'HAU, &c.	YOKOHAMA MARU	Jap. str.	—	N. Kobayashi	JARDINE, MATHESON & Co., Ltd.	On 5th Sept.
VICTORIA, B.C., & TACOMA VIA KIELING, S'HAU, &c.	MERIONETHSHIRE	Brit. str.	—	A. J. Bailey	OSAKA SHOSHUN KAISHA	On 16th Sept., at 4 P.M.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MAKIKO MARU	Jap. str.	—	—	CANADIAN PACIFIC R. Co.	On 15th Sept., at 1 P.M.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EXPRESS OF INDIA	Am. str.	2 m	—	PACIFIC MAIL S.S. Co.	On 15th Sept., at 1 P.M.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	MONGOLIA	Am. str.	—	—	TOYO KAISEN KAISHA	On 3rd Oct.
MEXICAN, PERUVIAN & CHILE PORTS VIA JAPAN	CHUYO MARU	Jap. str.	—	—	TOYO KAISEN KAISHA	On 3rd Oct.
AUSTRALIAN PORTS VIA MANILA	SEITO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 23rd Sept., at Noon.
AUSTRALIAN PORTS VIA MANILA	TANGO MARU	Jap. str.	—	—	GIBB, LIVINGSTON & Co.	On 28th Sept., at 10 A.M.
JAPAN	ST. ALBANS	Brit. str.	—	—	JAVA-CHINA JAPAN LINE	Quick despatch.
KOBE & MOJI	TJILATAP	Dut. str.	—	—	DAVID SASSON & Co., Ltd.	On 8th Sept.
KOBE & YOKOHAMA	TAKADA	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 10th Sept.
NAGASAKI, KOBE & YOKOHAMA	KAGA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	To-day.
MOJI & KOBE	TANGO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 3rd Sept.
TIENSIN VIA SHANGHAI	KIRIN MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 3rd Sept., at D'light.
TIENSIN VIA CHEFOO	LIENSHING	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 2nd Sept., at Noon.
TIENSIN VIA CHEFOO	CHENGSHING	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 2nd Sept., at Noon.
WENHAIWEI & TIENSIN	HUTCHOW	Brit. str.	1 m	—	BUTTERFIELD & SWIRE	On 3rd Sept., at Noon.
SHANGHAI	LIANGCHOW	Brit. str.	1 m	—	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SHANGHAI & KOBE	KAWACHI MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	To-day.
SHANGHAI, KOBE & YOKOHAMA	POLYNESE	French str.	—	—	MESSAGERIES MARITIMES	On 2nd Sept., at 9 A.M.
SHANGHAI VIA NINGPO	WINGSANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 2nd Sept., at Noon.
SHANGHAI	CHUYO MARU	Jap. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 3rd Sept., at Noon.
SHANGHAI	LUCHOW	Brit. str.	1 m	—	BUTTERFIELD & SWIRE	On 3rd Sept., at 4 P.M.
SHANGHAI	NAMPO	Brit. str.	—	—	P. & O. S. N. Co.	About 3rd Sept.
SHANGHAI, KOBE & YOKOHAMA	KUTSANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 5th Sept., at D'light.
SHANGHAI	SALISBURY	Brit. str.	—	—	P. & O. S. N. Co.	About 9th Sept.
SHANGHAI	EVANSHORE	Dut. str.	—	—	JAVA-CHINA JAPAN LINE	Quick despatch.
FOOCHOW VIA SWATOW & AMOY	KALIO MARU	Jap. str.	—	—	OSAKA SHOSHUN KAISHA	On 9th Sept., at 2 P.M.
SWATOW & SHANGHAI	HOPPER	Brit. str.	1 m	—	BUTTERFIELD & SWIRE	To-morrow, at Noon.
SWATOW, AMOY & FOOCHOW	HATTAI	Brit. str.	2 h	—	DOUGLAS LAURENCE & Co.	To-morrow, at 11 A.M.
SWATOW, AMOY & FOOCHOW	BAOCHING	Brit. str.	2 h	—	DOUGLAS LAURENCE & Co.	On 4th Sept., at 11 A.M.
SWATOW, AMOY & FOOCHOW	HAIRAN	Brit. str.	2 h	—	DOUGLAS LAURENCE & Co.	On 2nd Sept., at 11 A.M.
SWATOW	TRAN	Brit. str.	1 m	—	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
MANILA, CEBU & ILOILO	YUNSHANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 5th Sept., at 2 P.M.
MANILA, CEBU & ILOILO	CHINHA	Brit. str.	1 m	—	BUTTERFIELD & SWIRE	On 8th Sept., at 4 P.M.
MANILA	LOONGSANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 12th Sept., at 2 P.M.
BATAVIA, CHERIBON, SAMARANG, &c.	TRIODAS	Dut. str.	—	—	JAVA-CHINA JAPAN LINE	Quick despatch.
BOMBAY VIA SINGAPORE & COLOMBO	YOKOHAMA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 14th Sept.
SINGAPORE, MAURITIUS, & SOUTH AFRICAN PORTS	SALAMIS	Brit. str.	—	—	THE BANK LINE LIMITED	On 25th Oct.
SANDAKAN	HINSANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 2nd Sept., at Noon.
HAIPHONG & HAIPHONG	KATFONG	Brit. str.	1 m	—	BUTTERFIELD & SWIRE	On 2nd Sept., at 10 A.M.

CANADIAN PACIFIC

ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1914.—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

TO VANCOUVER					TO LPOOL					FROM LPOOL					FROM VANCOUVER				
STAMFES	Hong-kong	Shai Woosung	Naga-saki	Kobe	Yoko-hama	Vancouver	Quebec	Liver-pool		Liver-pool	Quebec	STAMFES	Vancouver	Yoko-hama	Kobe	Naga-saki	Shai Woosung	Hong-kong	
Leave	Leave	Leave	Leave	Leave	Leave	Arrive	Leave	Arrive		Leave	Arrive	Leave	Leave	Arrive	Arrive	Arrive	Arrive	Arrive	
EMPERESS OF INDIA	Wed. day 16 Sept.	19 Sept.	21 Sept.	23 Sept.	25 Sept.	7 Oct.	15 Oct.	22 Oct.		17 July	24 July	MONTEAGLE	29 July	14 Aug.	17 Aug.	Moji	19 Aug.	22 Aug.	—Aug.
										7 Aug.	14 Aug.	EMPERESS OF INDIA	20 Aug.	3 Sept.	4 Sept.	6 Sept.	8 Sept.	11 Sept.	

PASSAGE RATES—HONGKONG TO LONDON.

		VIA QUEBEC	VIA NEW YORK
EMPERESS OF RUSSIA	Meals and Sleeping	£71.10	£71.10
EMPERESS OF ASIA			
EMPERESS OF INDIA	Car Berth across	£65 —	£65 —
EMPERESS OF JAPAN	Canada & S additional.	£43 —	£45 —
MONTEAGLE			

Hour of Departure.—All Steamers sail from Hongkong at NOON.
 Passengers purchasing Trans-Pacific Round Trip passage tickets to points in Canada and the United States and Europe have the option of returning from San Francisco by the steamers of the PACIFIC MAIL S.S. Co. or TOYO KAISEN KAISHA.
 SPECIAL FIRST CLASS RATES granted to Naval and Military Officers, Civil Servants, Missionaries, etc. Particulars will be furnished on application.
 AROUND THE WORLD RATES in connection with SURE MAIL LINES OF TRANS-SIBERIAN ROUTE.

THE "EMPERESS OF RUSSIA" and "EMPERESS OF ASIA" registered tonnage 16,850, displacement 30,625 tons, are new quadruple screw turbine steamers, the finest, fastest and most luxurious on the Pacific. Their passenger accommodation includes Suites, Rooms with Bath, Single Berth Rooms, Library, Lounge, Gymnasium, Laundry, etc.

SPLENDID OVERLAND TRAIN SERVICE, connecting with the Company's Atlantic Steamers.

HOTELS.—The service furnished by the Company's chain of Hotels is unsurpassed. THE COMPANY'S STEAMERS are fitted with powerful Marconi Wireless Installation.

Passengers may proceed by Rail between Ports of Call in Japan if so desired. Route from HONGKONG via SHANGHAI, NAGASAKI (through INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C.

For full particulars of Passage and Freight Rates, Pamphlets, etc., please Apply to—

D. W. CRADDOCK,
 GENERAL TRAFFIC AGENT, Corner Pedder Street and Preys

WEATHER REPORT.

On the 30th at 10.40 a.m.—Pressure had decreased slightly along the east coast of China and over N. Formosa. It has decreased moderately over S. Formosa and is nearly stationary over the Philippines and along the south coast of China.

No returns from Japanese stations.
 At 6 a.m. this morning the typhoon was to the south of the Philippines travelling north-eastward.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT. FORECAST.
 Hongkong & Neighbourhood (West winds, moderate; fine.
 Formosa Channel (Cyclonic gales.
 South coast of China between N.W. winds, Hongkong and Luzon (moderate.
 South coast of China between (The same as Hongkong and Hainan. (No. 1.

CHINA COAST METEOROLOGICAL REGISTER.

30th August, 1914, A.M.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Direction.	Force.	Weather.
Vladivostok	7 a.	—	—	—	—	—	—
Nemuro	6 a.	—	—	—	—	—	—
Hakodate	—	—	—	—	—	—	—
Tokio	—	—	—	—	—	—	—
Koshi	—	—	—	—	—	—	—
Nagasaki	—	—	—	—	—	—	—
Kagoshima	—	—	—	—	—	—	—
Oshima	—	—	—	—	—	—	—
Naha	—	—	—	—	—	—	—
Shimonoseki	—	—	—	—	—	—	—
Beifu	—	—	—	—	—	—	—
Chaochow	—	—	—	—	—	—	—
Wenhaiwei	—	29.84	74	95	SSW	8	—
Hankow	—	—	—	—	—	—	—
Ichang	—	—	—	—	—	—	—
Kinkiang	—	29.76	81	87	—	—	—
Changsha	—	—	—	—	—	—	—
Shanghai	—	—	—	—	—	—	—
Wusung	—	—	—	—	—	—	—
Swatow	—	—	—	—	—	—	—
Amoy	—	—	—	—	—	—	—
Taipei	—	29.50	—	—	—	—	—
Tainan	—	29.43	—	—	SE	10	—
Kobe	—	—	—	—	—	—	—
Pescadore	—	29.49	—	—	NW	2	—
Canton	—	29.68	88	83	NW	1	—
Hongkong	—	29.67	83	87	W	3	—
Gap Rock	—	29.65	—	—	—	—	—
Macao	—	29.66	81	—	NW	1	—
Wuhow	—	—	—	—	—	—	—
Hoihow	—	—	—	—	—	—	—
Phuhoi	—	29.76	81	—	SSW	2	—
Phuhoi	—	29.76	81	—	SSW	2	—
Tourane	—	29.65	75	—	SW	—	—
Capo St. James	—	29.72	79	—	—	—	—
Apacri	—	29.82	82	—	SW	3	—
Manila	—	29.82	79	—	SW	2	—
Legaspi	—	—	—	—	—	—	—
Iloilo	—	—	—	—	—	—	—
Bacolod	—	—	—	—	—	—	—
Cebu	—	—	—	—	—	—	—
Labuan	—	—	—	—	—	—	—

T. F. CLAXTON, Director.

1 BAROMETER, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.
 2 TEMPERATURE, in the shade, in degrees Fahrenheit.
 3 HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.
 4 DIRECTION OF WIND, in two points.
 5 FORCE OF WIND, according to Beaufort Scale.
 6 STATE OF WEATHER, in blue sky, a detached cloud, a drizzling rain, fog, a gloomy, a hazy, a clearing, a overcast, a passing shower, a squall, a rain, a snow, a thunder, a visibility, a dew (wet).
 7 RAIN in inches, tenths and hundredths.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, August 30th.

	Previous On Date	On Date	at 2 p.m.	at 6 a.m.	at 2 p.m.
Barometer	29.69	29.67	29.66	—	—
Temperature	89	85	84	—	—
Humidity	65	87	69	—	—
Wind Direction	West	West	West	—	—
Force	1	3	3	—	—
Weather	c	c	c	—	—
Rain	—	—	—	—	—

Highest open air Temperature on 29th, 90.
 Lowest open air Temperature on 29th, 79.

PRINTING

Nothing wastes such a good impression as business as the use of First Class Printing.
 The difference in cost between good and bad printing and material is generally nil.

THE "HONGKONG DAILY PRESS."

PRINTING WORKS.

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STAMFES	TO SAIL
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PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE, NAMUR and YOKOHAMA	Capt. A. Collyer	About 3rd Sept.	Freight and Passage.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES.	Capt. R. P. Stevenson	About 8th Sept.	Freight only.
SHANGHAI	SALSETTE Capt. A. F. Vire, R.N.E.	About 9th Sept.	Freight and Passage.
LONDON via Usual Ports	ARCADIA Capt. S. Baraban	Noon 12th Sept.	For Special Advertisement.

All the above Steamers are fitted with Wireless Telegraphy.

Subject to immediate alteration without notice.

NOTICE TO SHIPPERS.

SHIPPERS are informed that the P. & O. Company's Vessels are insured under The British Government National Insurance Scheme and they can effect War Risk Insurance on individual shipments with The National Insurance Committee, London, through their representatives there.

The production of a Marine Risk Policy is not immediately necessary.

For Further Particulars apply to

E. A. HEWITT,
Superintendent.

Hongkong, 31st August, 1914.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL	REMARKS
SWATOW and SHANGHAI	"HUPH"	On 1st Sept., Noon.	
MANILA, CEBU and LLOILO	"TEAN"	On 1st Sept., 4 P.M.	
SHANGHAI	"LIANGCHOW"	On 1st Sept., 4 P.M.	
HOIHOW and HAIPHONG	"KAIFONG"	On 2nd Sept., 10 A.M.	
WEIHAIWEI and TIENTSIN	"HUICHOW"	On 3rd Sept., Noon.	
SHANGHAI	"LUOHOW"	On 3rd Sept., 4 P.M.	
MANILA, CEBU and LLOILO	"CHINHUA"	On 8th Sept., 4 P.M.	

DIRECT SAILINGS TO WEST RIVER, Twice Weekly, S.S. "LINTAN" and S.S. "SANUI".
S.S. "LINTAN" and S.S. "SANUI" "TAMING" and "TEAN". Excellent Saloon accommodation; Electric Fans fitted; Extra State-rooms on Deck, etc. on "TAMING" and "TEAN".
S.S. "SHANGHAI LINE" - THE TWIN SCREW STEAMERS "ANHUI" and "CHENAN", "SHAOHSING" and the S.S. "LIANGCHOW", "LUOHOW" and "YINGCHOW" having excellent accommodation, with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
P.S. - Passengers must embark before Midnight on SATURDAY for the SUNDAY Morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every SATURDAY Night.
These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

REDUCED FARE:-
HONGKONG TO SHANGHAI: - SINGLE \$45. RETURN \$75.
For Freight or Passage apply to-

BUTTERFIELD & SWIRE,
HONGKONG, 20th August, 1914. TELEPHONE 36. AGENTS.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYAN"	Capt. J. W. Evans	TUESDAY, 1st Sept., at 11 A.M.
"HATCHING"	Capt. W. C. Passmore	FRIDAY, 4th Sept., at 11 A.M.

For **SWATOW** AND RETURN,
(Occupying 3 Days).

"HAIMUN" ... Capt. A. H. Stewart ... WEDNESDAY, 2nd Sept., at 11 A.M.
During the Month of August FIRST CLASS RETURN FARES TO FOOCHOW will be subject to a Reduction of 20 per cent. on the full Fare. Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). For Freight and Passage, apply to-

DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 31st August, 1914.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA VIA MANILA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS ...	2nd Sept.	On 25th Sept. 10 A.M.
EASTERN ...	14th Sept.	On 9th Oct. 10 A.M.
ALDENHAM ...	3rd Oct.	On 30th Oct. 10 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Boat has Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

BRITISH INDIA S. N. CO., LTD. APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

S.S. "TAKADA" 6,800 tons, Captain Robins, will be despatched for KOBE and MOJI on 8th September.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified Surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,
HONGKONG, 22nd August, 1914. AGENTS.

TOYO KISEN KAISHA.



SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong - Subject to Change Without Notice

Steamer Displacement Tons and Speed. Leave Hongkong.

TENYO MARU 22,000—21 knots from Nagasaki 15th Sept.

SHINYO MARU 22,000—21 knots from Nagasaki 28th Sept.

CHIYO MARU 22,000—21 knots... TUES., 20th Oct.

* Via Manila omitting Shanghai.

FIRST CLASS TO LONDON £71.10... RETURN (6 MONTHS) £120.

FIRST CLASS TO NEW YORK £60. ... " " £96.10.

" " " SAN FRANCISCO £45. ... " " £68.

SPECIAL SUMMER RATES TO JAPAN.

NAGASAKI KOBE YOKOHAMA
\$120. \$135. \$150.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO.

SALINA CRUZ, CALLAO, IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamer Displacement Tons and Speed. Sails
SEIYO MARU ... 14,000—14 knots ... Saturday, 3rd October.

For Full Particulars as to Passage and Freight, apply to-

S. MORIMOTO, AGENT,
King's Building.

TELEPHONE 291.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

FROM HONGKONG: PROPOSED SAILINGS: FROM COLOMBO:

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING.

From Hongkong: "SALAMIS" 25th Oct.

FIRST CLASS ACCOMMODATION FOR PASSENGERS
FITTED WITH WIRELESS TELEGRAPHY.

For Rates of Freight and Passage, apply to

THE BANK LINE, LIMITED,
MANAGING AGENTS.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES,
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

THE AMERICAN LINE TO TACOMA AND SEATTLE.

In Connection with

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

FOR SEATTLE AND TACOMA VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI AND YOKOHAMA.

Steamer	Captain	Leaving
"SEATTLE MARU" ...	T. Baite	THURSDAY, 3rd Sept., at 4 P.M.
"MEXICO MARU" ...	N. Kobayashi	WEDNESDAY, 16th Sept., at 4 P.M.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM PENANG AND COLOMBO.

Steamer Captain Leaving

FOR FOOCHOW VIA SWATOW AND AMOY.

"KALJO MARU" ... Y. Yamamoto ... WEDNESDAY, 9th Sept., at 2 P.M.

FOR TAMSUI VIA SWATOW AND AMOY.

"DAIJIN MARU" ... K. Murakami ... SUNDAY, 6th Sept., at Noon.

"DAIGI MARU" ... S. Tokushige ...

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

"BOSHU MARU" ... K. Hattori ... WEDNESDAY, 2nd Sept., 10 A.M.

These Steamers of Coast and Formosa Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to

Y. ASAI,
MANAGER,
Second Floor No. 1 Queen's Building.

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PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer	Steamers to	Leave SHANGHAI	Leave HONGKONG	Connecting Steamer from	Leave MARSEILLES and LONDON	Due at MARSEILLES	Due at LONDON
"ORIENTAL" leaves YOKOHAMA	COLOMBO.	KAI	KONG.	from COLOMBO to MARSEILLES and LONDON			
Sept. 3	ARCADIA	Sept. 8	Sept. 12	MOREA	Oct. 13	Friday	Oct. 16
Sept. 17	DEVANHA	Sept. 23	Sept. 26	MALOJ	Oct. 23	Thursday	Oct. 29
Oct. 1	ORIENTAL	Oct. 6	Oct. 10	MOOLTAN	Nov. 6	Nov. 12	Nov. 12
Oct. 15	MALTA	Oct. 20	Oct. 24	MOLDAVIA	Nov. 20	Nov. 26	Nov. 26
Oct. 29	ARCADIA	Nov. 3	Nov. 7	KHYBER	Dec. 4	Dec. 10	Dec. 16

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles on Friday, and London on the following Friday. Arrangements are also being made whereby passengers by the P. & O. Special Train from Marseilles can now arrive in London at 3.25 p.m. on Saturdays.

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer at the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES:

The Fares to London and Marseilles are as follows:-

	LONDON	MARSEILLES
1st Saloon "A" Accommodation Single	£65.	£51.
"B" " " " " "	£59.	£45.
2nd Saloon "A" " " " " "	£44.	£36.
"B" " " " " "	£40.	£32.
1st Saloon "A" Accommodation Single	£51.	£39.
"B" " " " " "	£45.	£33.
2nd Saloon "A" " " " " "	£32.	£24.
"B" " " " " "	£28.	£21.

IN ADDITION TO THE ABOVE MAIL STEAMERS.

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES

PROPOSED SAILINGS:

STEAMERS.	Leave YOKOHAMA	Leave SHANGHAI	Leave HONGKONG	Leave SINGAPORE	Leave MARSEILLES	Leave LONDON
	about	about	about	about	about	about
SARDINIA ...	Sept. 1	Sept. 10	Sept. 16	Sept. 22	Oct. 21	Nov. 1
NUBIA ...	Sept. 15	Sept. 24	Sept. 30	Oct. 6	Nov. 4	Nov. 15
NAMUR ...	Sept. 29	Oct. 8	Oct. 14	Oct. 20	Nov. 18	Nov. 22
NOVARA ...	Oct. 27	Nov. 5	Nov. 11	Nov. 17	Dec. 14	Dec. 26

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO

FARES TO LONDON: 1st Saloon £50 Single; £75 Return. 2nd Saloon £35 Single; £52 Return.

FARES TO MARSEILLES: 1st Saloon £46 Single; £69 Return. 2nd Saloon £33 Single; £50 Return.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For Further Particulars, apply to-

E. A. HEWITT,
SUPERINTENDENT.

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG-

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	KAMO MARU Capt. Shimizu	16,000	WEDNESDAY, 9th Sept., at 10 A.M.
	KASHIMA MARU Capt. M. Yagi	20,000	WEDNESDAY, 23rd Sept.
VICTORIA, B.C., and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	YOKOHAMA MARU Capt. S. Wada	12,500	TUESDAY, 8th Sept., at 4 P.M.
	AWA MARU Capt. Tomimaga	12,500	TUESDAY, 22nd Sept.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	TANGO MARU Capt. Sekine	9,600	WEDNESDAY, 23rd Sept., at Noon.
	NIKKO MARU Capt. B. Takeda	9,300	WEDNESDAY, 21st Oct., at Noon.
CALCUTTA via SINGAPORE, PENANG and RANGOON	KAWACHI MARU Capt. Nakamura	12,500	MONDAY, 21st Sept.
BOMBAY via SINGAPORE, PENANG and COLOMBO	RANGOON MARU Capt. Kamachita	12,500	MONDAY, 14th Sept.
SHANGHAI and KOBE	KAWACHI MARU Capt. Nakamura	12,500	MONDAY, 31st Aug.
MOJI and KOBE	KIRIN MARU Capt. Nakamura	5,000	THURSDAY, 3rd Sept.
NAGASAKI, KOBE and YOKOHAMA	TANGO MARU Capt. Sekine	9,600	MONDAY, 31st Aug.
KOBE and YOKOHAMA	KAGA MARU Capt. G. Tabusa	16,000	THURSDAY, 10th Sept.

Fitted with New System of Wireless Telegraphy. Cargo only. Notice:—"Kumano Maru," "Kamakura Maru" and "Hakata Maru" have withdrawn from their Lines and not been replaced by substitutes.

REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months. Commencing from 1st June, ending 30th September, 1913.

	YOKOHAMA Return	KOBE Return	MOJI Return	NAGASAKI Return
1st Class	\$135	\$122	\$108	\$95
2nd "	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to-

T. KUSUMOTO, MANAGER.
TELEPHONE Nos. 292 and 1241. [S. 9-11

POST OFFICE NOTICE.

All the Homeward Siberian Mails despatched from Hongkong up to and including that of the 18th July have reached London.
The Public will be advised when notice of arrival of the two remaining mails sent to London via Siberia, viz., *Swatow, Korea, Kanchow, Paul Leocat*, is received.
THE DESPATCH OF THE MAILS TO EUROPE VIA SIBERIA HAS BEEN RESUMED.
ALL CORRESPONDENCE FOR EUROPE UNLESS SPECIALLY SUPERSCRIBED WILL BE SENT VIA SIBERIA.

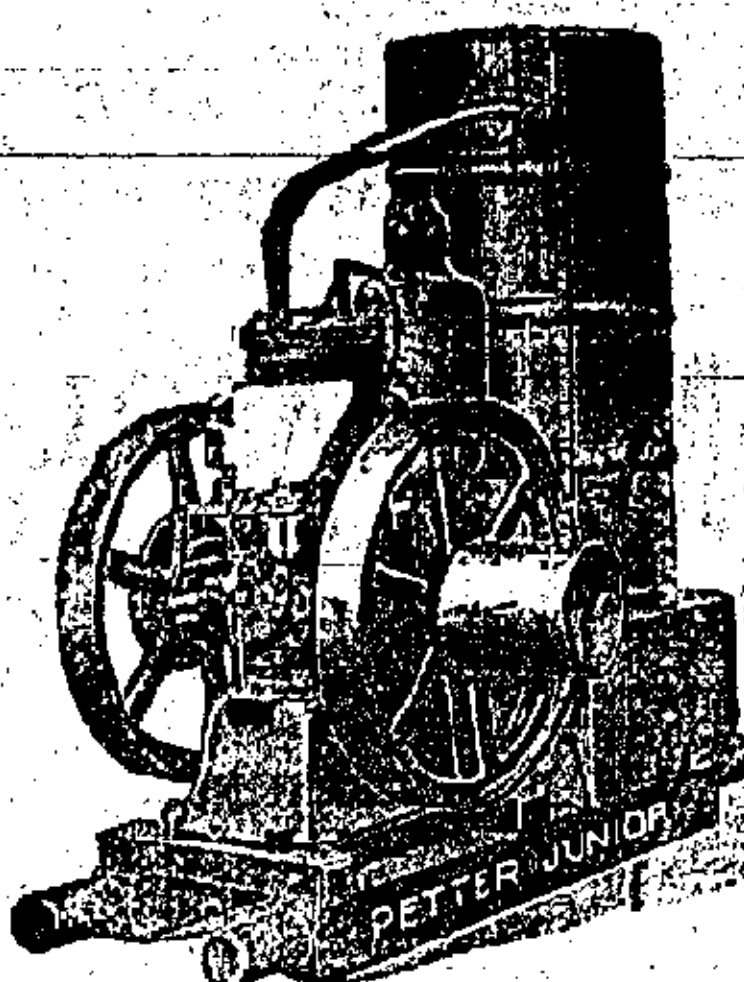
There will be no steamer to Canton on Saturday evening until further notice.
The Parcel Post service to Egypt and countries beyond is for the present suspended.
The *Yokohama Maru*, with the AMERICAN MAIL *ex Nippon Maru*, is due to arrive here to-day.
The *Polyacron*, with the FRENCH MAIL, is due to arrive here to-morrow.

FOR	PER	DATE
Philippine Islands	Tartarus	Monday, 31st, 8.00 A.M.
Japan via Nagasaki	Tango Maru	Monday, 31st, 4.00 P.M.
SEPTEMBER.		
Hankow, Peking and Haiphong	Hanoi	Tuesday, 1st, 8.00 A.M.
Swatow, Amoy and Poochow	Haitan	Tuesday, 1st, 9.00 A.M.
Swatow, Shanghai and North China	Hupel	Tuesday, 1st, 10.00 A.M.
*Shanghai and *North China	Lienhsing	Tuesday, 1st, 2.00 P.M.
Philippine Islands	Liangchow	Tuesday, 1st, 3.00 P.M.
SHANGHAI and NORTH CHINA (EUROPE via SIBERIA)		
[To make connection with the Tientsin-Peking Railway closing at Shanghai P.O. at 11.30 a.m. on Monday, the 7th Sept.]		
SHANGHAI, NORTH CHINA, JAPAN via KOREA	Polyacron	Tuesday, 1st, 4.00 P.M.
(EUROPE via SIBERIA)		
[To make connection with the Tientsin-Peking Railway, closing at Shanghai P.O. at 11.30 a.m. on Monday, the 7th Sept.]		
Hankow, Peking and Haiphong	Kaitong	Wednesday, 2nd, 8.00 A.M.
Swatow	Hainan	Wednesday, 2nd, 9.00 A.M.
*Ningpo, *Shanghai and *North China	Wingyang	Wednesday, 2nd, 10.00 A.M.
Chafso and Tientsin	Chingching	Wednesday, 2nd, 10.00 A.M.
Swatow	Hinang	Thursday, 3rd, 9.00 A.M.
SAIGON, STRAITS, CANTON, ADELPHI, WESTERN AUSTRALIA, INDIA, ADEN, Egypt and Europe via Marseilles	Paul Leocat	Thursday, 3rd, 10.00 A.M.
*Wohlsch and *Tientsin	Huachow	Thursday, 3rd, 1.00 P.M.
Formosa via Keelung, Japan via Moji, Victoria, B.C. and Tacoma	Seattle Maru	Thursday, 3rd, 2.00 P.M.
Shanghai and North China	Luchow	Friday, 4th, 9.00 A.M.
Swatow, Amoy and Poochow	Haiching	Friday, 4th, 10.00 A.M.
Philippine Islands, Australia, Tasmania, and New Zealand via Thursday Island	Inaba Maru	Saturday, 5th, 2.00 P.M.
Philippine Islands	Chikihua	Tuesday, 8th, 2.00 P.M.
Formosa via Keelung, Shanghai, North China, *Japan via Moji, Victoria, B.C. and Seattle (Wash.)	Yokohama Maru	Tuesday, 8th, 2.00 P.M.
Straits and *Ceylon	Kamo Maru	Wednesday, 9th, 8.00 A.M.
Philippine Is., Australia, Tasmania, and New Zealand via Port Darwin	Taiyuan	Monday, 21st, 10.00 A.M.

* Specially superscribed correspondence only.

MONEY LETTERS.—The Post Office declines all responsibility for unregistered letters containing bank notes or jewellery, and no Registration has been neglected WILL MAKE NO ENQUIRIES into alleged losses of such (Postal Guide 118).
Mails for CANTON, WUCHOW and SHANGHAI are closed on week-days at 7.30 a.m. and at 4 p.m., on Sundays at 9 a.m.
Mails for MACAO closed on week-days at 7.15 a.m. and 1.15 p.m.

ON HAND FOR SALE.



ONE 30 FOOT MOTOR LAUNCH
Thornycroft Model Fitted with 12-14 H.P.
Kerosine Engine.
ONE PORTABLE OXY-ACETYLENE
SEARCHLIGHT with Morse Signalling
Shutter.
ONE WIRELESS TELEGRAPH SET
complete with Induction Coil, Overhead Wire
Span, &c., suitable for Coasting or Patrol Steamer.
ONE SEMI-DIESEL 8 H.P. CRUDE
OIL ENGINE AND DYNAMO with
Electric Searchlight.
KEROSENE OIL ENGINES "PETTER'S"
FROM 7 TO 12 H.P.

For Price and Particulars, apply to—

WM. C. JACK & CO., LTD.,
14, DES VŒUX ROAD, HONGKONG.

DRINK 'O.-T.'

'O.-T.' BLENDS WITH ALL DRINKS. TRY IT WITH YOUR WHISKY, GIN OR BEER.

'O.-T.' HAS A BENEFICIAL EFFECT IF YOU RISE WITH A FURRED TONGUE OR A BAD TASTE IN THE MOUTH. IT CORRECTS THE LIVER AND MAKES YOU WELL AGAIN.

DONNELLY & WHYTE.
SOLE AGENTS.

TEL. 636.

Hongkong, 1st August, 1914.

JAVA-CHINA JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
SIJMANOEK	—	—	SHANGHAI	Second half of Aug.
TJILATJAP.	—	—	JAPAN	Second half of Aug.
TJITABOEM	JAVA	First half of Sept.	SHANGHAI	First half of Sept.
TJILIWONG	JAVA	First half of Sept.	JAPAN	First half of Sept.
TJIBODAS	JAPAN	First half of Sept.	JAVA	First half of Sept.
TJIKINI	JAVA	First half of Oct.	SHANGHAI	First half of Oct.
TJIMAH	JAVA	First half of Oct.	JAVA	First half of Oct.
TJIPANAS	JAVA	Second half of Oct.	SHANGHAI	Second half of Oct.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.
For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.
Hongkong, 23rd August, 1914.

Telephone No. 1574.

COMMERCIAL

CLOSING QUOTATIONS.

	August 29th.
On LONDON:	
Telegraphic Transfer	109
Bank Bills, on demand	109
Bank Bills, at 30 days sight	109
Bank Bills, at 60 days sight	109
Credit, at 4 months sight	110
Documentary Bills, 4 months sight	110
On PARIS:	
Bank Bills, on demand	nom.
Credit, at 4 months sight	nom.
On GERMANY:	
On demand	nom.
On NEW YORK:	
Bank Bills, on demand	453
Credit, at 60 days sight	nom.
On BOMBAY:	
Telegraphic Transfer	nom.
Bank, on demand	1334
On CALCUTTA:	
Telegraphic Transfer	nom.
Bank, on demand	1334
On SHANGHAI:	
Bank, at sight	75
Private, 30 days sight	nom.
On YOKOHAMA:	
On demand	87
On MANILA:	
On demand	87
On SINGAPORE:	
On demand	1051
On BATAVIA:	
On demand	nom.
On RANGOON:	
On demand	nom.
On BANGKOK:	
On demand	111.22 nom.
GOLD LEAF, 100 fine, per tola	\$58.60
BANK SILVER, per 100	no quot.

SUBSIDIARY COINS.

Hongkong, 20 cents pieces... \$ 9.50 discount.
Hongkong, 10 " " " \$ 9.75

TO-DAY.

2 p.m.—Yue Hing Loong Meeting of Creditors at the Registered Office.
3 p.m.—Auction of Two Lots of Crown Land at Kennedy Town and North Point, by Public Works Dept.

FORTHCOMING EVENTS.

Saturday, 18th Sept.—
Noon—Hongkong and Shanghai Banking Corporation Extraordinary Meeting of the Shareholders at the City Hall.
Noon—Royal Aerial Waters Manufacturing Co., Ltd., General Meeting at the Office of Messrs. Percy Smith, Seth & Fleming.

ON SALE.

HONGKONG HANSARD REPORTS
of the MEETINGS of the
LEGISLATIVE COUNCIL for the
Session 1913.
REVISED BY THE MEMBERS.
PRICE \$5.

DAILY PRESS OFFICE.

Hongkong, 24th February, 1914.

SMOKE
"CAPSTAN"
TOBACCO
AND
CIGARETTES

ALSO
"CAPSTAN"
Mixture

W.D & H.O. WILLS
Bristol and London.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Single Fare by Night Steamer	8.00
Return " " (available also for return by day steamer)	10.00
Single Fare by Day Steamer	4.00
Return " "	8.00

The attention of the travelling Public is drawn to the comfort afforded by the Company's vessels. Passengers arriving by Night steamers from Canton (due at Hongkong about 11 p.m.) are permitted to sleep on board till next morning without extra charge. Electric fans and electric light are available all night.

HONGKONG TO CANTON. CANTON TO HONGKONG.

MONDAY, 31st AUGUST, 1914.
8 a.m. HEUNGSHAN. 8 a.m. HONAM.
5 p.m. KINSHAN. 5 p.m. KATSHAN.

TUESDAY, 1st SEPTEMBER, 1914.
8 a.m. HONAM. 8 a.m. HEUNGSHAN.
5 p.m. KATSHAN. 5 p.m. KINSHAN.

HONGKONG-MACAO LINE.

S.S. SUI TAI, Tons 1,651. S.S. TAIHAN, Tons 2,006.
HONGKONG TO MACAO
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.
MACAO TO HONGKONG.
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

EXCURSION TO MACAO.

SUNDAY, 6th SEPTEMBER, 1914.
The Company's New Steamship "TAISHAN"
Will depart from the Company's Wing Lok Street Wharf at 8 a.m., and return from Macao at 3 p.m.
N.B.—The Company will also run a Steamer from Macao on Sunday at 7.30 a.m., and from Hongkong at 12.30 p.m., from the Company's Wing Lok Street Wharf.

FARES AS USUAL.

CANTON-MACAO LINE.

S.S. HOISANG.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AT D THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. SAINAM, 588 tons, and S.S. NANNING, 569 tons.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANUL. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.
Booking Office open daily (Sunday excepted) 8 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier.

Printed and Published by BETRAM A. HALE for the Concerned at 104, Des Vœux Road Central, Victoria, Hongkong: London Office, 131, Fleet Street, E.C.

MESSAGERIES MARITIMES FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.
FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FOR	STEAMER	TO SAIL
SHANGHAI, KOBE AND YOKOHAMA	POLYNESIEN	On 2nd Sept. at 9 a.m.
MARSEILLES VIA PORTS	HOMEWARD	On 3rd Sept. at Noon.

ALL STEAMERS FITTED WITH WIRELESS.
TRANSHIPPING on the Co's Steamers at COLOMBO, CALCUTTA, BOMBAY and AUSTRALIA; at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.
Through Tickets to LONDON via PARIS by rail.
Circular Tickets to Europe via Suez and SIBERIAN ROUTE and vice-versa delivered here.
For further particulars apply to

P. THOMAS, AGENT.
QUEEN'S BUILDING.